

COAST GUARD BULLETIN



Volume 2

WASHINGTON, SEPTEMBER 1943¹

Number 15

THIRD WAR LOAN DRIVE

PROCLAMATION 2590

BY THE PRESIDENT OF THE UNITED STATES

A PROCLAMATION

Recognizing the fact that in carrying the war into enemy territory, we shall need greater amounts of money than any nation has ever asked from its citizens in all history, I, FRANKLIN D. ROOSEVELT, President of the United States of America, do officially proclaim that on Thursday, the ninth of September 1943, the Third War Loan shall be launched.

As Commander in Chief, I hereby invoke every citizen to give all possible aid and support to this Third War Loan drive, not only so that our financial goal may be reached, but to encourage and inspire those of our husbands and fathers and sons who are under fire on a dozen fronts all over the world. It is my earnest hope that every American will realize that in buying War Bonds in the Third War Loan he has an opportunity to express voluntarily and under the guidance of his conscience, the extent to which he will "back the attack."

The American people supported well the first and second War Loan drives and in fact did even more than was asked of them. Our need for money now is greater than ever, and will continue to grow until the very day that Victory is won; so we must ask far more sacrifice, far more cooperation than ever before.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

DONE at the City of Washington, this 26th day of July, in the year of our Lord nineteen hundred and forty-three, and of the Independence of the United States

¹Published with the approval of the Director of the Budget.

of America the one hundred and sixty-eighth.

FRANKLIN D. ROOSEVELT.

By the President:

CORDELL HULL,

Secretary of State.

COMMANDANT ADDRESSES NATIONAL MARITIME UNION CONFERENCE

Among the principal speakers at the National Maritime Union Conference held in New York early in July of this year was Vice Admiral Russell R. Waesche, Commandant of the United States Coast Guard. In his remarks Vice Admiral Waesche paid tribute to both those who have died in the Merchant Marine's battle of supply and those who have resolved to continue the fight. The following are excerpts from the Commandant's address:

I am pleased to be able to address a few remarks today to the Fourth National Convention of the National Maritime Union. I am told that you are assembled in this convention to review your determination to "Keep 'Em Sailing and Deliver the Goods." Also that you are paying tribute to the merchant seamen who have given their lives to maintain the supply routes to our far-flung battle lines. I believe that I am voicing the sentiments of every right-thinking and patriotic American in both honoring those who have died in this battle of supply, and applauding those who are resolved to continue the fight.

The course and development of this war have driven home to every man, woman, and school child the importance of an able and efficient American Merchant Marine. It is elementary that we must not only produce tanks, guns, ammunition, and food, but we must move them to the places where they are needed. Such transportation is a part of the science of logistics, a word which was once heard only in the conversation of military technicians but which has now become a part of the vocabulary of all of us. During the last few years our Merchant Marine has developed from an undernourished child to a strapping grown man doing a man's job. The American public, which for a long time virtually ignored the Merchant Marine, is now

both aware of its tremendous importance and appreciative of its efficiency. And it seems to me that the public has already begun to think seriously of ways and means of maintaining an efficient Merchant Marine in the post-war world.

Unfortunately, for a long time a large number of people discussing the Merchant Marine were thinking in terms of the ships, and ignored the equally important—or indeed more important—personal equation and efficient and vigorous personnel manning the ships. For example, papers headlined and emphasized as news the achievements of the shipbuilders, kept on counting the ships built and gave little consideration to the problem of providing competent personnel to man them. I dare say that most persons in this country were completely unaware of the shortages of experienced men in certain ratings and of the fear in informed quarters that this shortage might lead to a substantial number of vessels being kept idle. Action taken by the seamen's organization helped to bridge the gap.

This general tendency to minimize the personal factor was manifested even when the submarine menace was at its height. The men on the merchant vessels were facing a triple threat. Planes overhead were dropping bombs, raiders were shelling the ships on the surface and worst of all, the torpedoes of submarines beneath the surface were transforming their targets into blazing infernos. Yet on occasion we read box score accounts in terms of ships sunk against ships built which hardly took into account the flesh-and-blood element. In perspective we can see that this tendency probably represented an effort to put the best face on things at a time when things were black. Now the situation has changed and I think that people do appreciate and give attention to the courage of the American seamen and the importance of our human resources from the point of view of efficiency as well as humanitarianism. * * *

Another function of the Coast Guard which brings it very close to the merchant seamen is its duty to investigate and take appropriate action on breaches of discipline. To me, and I am sure all of you agree, this is an extremely important function. It is one to which we have devoted a great deal of thought and effort. As most of you know we have recently started a new procedure for handling complaints of misconduct, neglect of duty, inefficiency, and violations of law. I will not discuss this new procedure in detail for I understand that you have invited the Coast Guard officer who is in immediate charge of that activity here in New York to tell you about it. However, I do want to tell you that we mean business and that we are going to do our utmost to maintain discipline. We are going to act quickly and decisively. However, we are also going to act fairly. While no man who should be punished will escape if we can help it, neither will any man be punished without a full opportunity to defend himself. Every man against whom charges are filed will be told exactly what he is charged with, he will be given reasonable notice of the trial, he will be permitted to have counsel, to call witnesses and to cross-examine witnesses who appear against him. The trial will be fairly and impartially conducted by a qualified officer who had nothing to do with investigating the case and the decision will be made on the facts alone. Furthermore, licensed officers and unlicensed men will be treated alike in all respects. In other words we're not going to "hang" anybody on the basis of "star chamber" proceedings but neither are we going to permit men who are incompetent, who neglect their duty, who fail

to obey lawful orders; or who violate the law, to sail on American ships and jeopardize the safety not only of the vessel and cargoes so badly needed on foreign battlefields, but more important, the lives of the other men on board.

Before I leave this particular subject I want to publicly express my appreciation to the many leaders of seamen's organizations with whom I've talked about our new procedure for their cooperation and the spirit of responsibility which has characterized their reactions to our plan. After hearing their reactions, I know what I've always thought. That is, that the vast majority of seamen are fully cognizant of the necessity for discipline and are whole-heartedly in favor of methods of enforcing it that are fair and honest. Therefore, in the light of the policy which I've outlined I am sure that our new plan will operate to the advantage of all concerned.

These steps are having a decided effect in promoting the saving of life. During the past spring the antisubmarine campaign has been carried on very satisfactorily and the rate of sinkings has dropped. But the battle is not yet won and we must be ready for a turn for the worse if that should come.

In the last analysis, with all that has been done, the fact is that the danger is still great. But the country can look with confidence to the personnel of the Merchant Marine. Some of the instances of their courage have been recognized by appropriate awards, such as that of the Merchant Marine Distinguished Service Medal. The National Maritime Union has its own emblem, "For Heroism at Sea," which the seamen can wear in addition to the Order of the Purple Heart and other awards. But these, after all, reflect only the unusual cases. The plain truth is that even in the ordinary cases great courage and fortitude is shown, and the rank and file, the average seamen, are all deserving of emblems of valor.

The performance of the American Merchant Marine depends upon the courage and spirit of the American seamen. That spirit is indicated by the motto of your organization: "Keep 'Em Sailing and Deliver the Goods." * * *

U. S. MERCHANT MARINE EXAMINING OFFICES OPENED IN EUROPE AND AFRICA

In order that American Merchant Marine personnel on duty in the European and North African war zones may have the opportunity of qualifying for deck and engineering licenses, the U. S. Coast Guard has established Merchant Marine hearing units in six British ports, with two additional units soon to be established in North African ports.

Merchant Marine personnel may now make application to these units for examination for original licenses or for licenses of higher grade. Applicants, possessing the necessary qualifications, will then be examined in the required subjects at these units.

Heretofore, Merchant Marine officers and seamen stationed for long periods in war areas have been unable to advance as rapidly as those whose ships called frequently at United States ports.

The six Merchant Marine hearing units now in operation are located at London, Liverpool, Hull, Bristol, Glas-

gow, and Belfast in the British Isles. The two units soon to be established will be located at Casablanca and Oran in North Africa.

Requirements and examinations for advancement are the same as those for comparable licenses or certificates in the United States.

SEVENTY-TWO ADDITIONAL SPAR OFFICERS ARE GRADUATED

Seventy-two new officers received commissions in the SPARS, the Women's Reserve of the U. S. Coast Guard Reserve, at graduation exercises which were held at the U. S. Coast Guard Academy at New London, Conn., on August 6. Rear Admiral Lloyd T. Chalker, Assistant Commandant of the Coast Guard, addressed the graduates and told them among other things that the "service needs you, and more like you, and the service welcomes you."

This group comprised the first class of SPAR officer candidates to receive their entire indoctrination course of 6 weeks at the Academy. Heretofore, part of the course had been given at WAVE training centers, but under the program as now devised all officers of the Women's Reserve of the Coast Guard Reserve will receive their entire indoctrination training at the academy. Officers selected for communications work will be given further training at the Communications Division at Coast Guard Headquarters, at Coast Guard radio schools, and at WAVE communications schools.

Of the 72 new officers, 7 have been assigned to general duty at Coast Guard Headquarters, 40 are continuing their training for communications work, and the remainder have been assigned to duty at Coast Guard district offices and at recruiting stations.

75% OF WARTIME OFFICER CANDIDATES SELECTED FROM ENLISTED RANKS

As a result of the policy adopted by the Coast Guard in April 1943 whereby enlisted men of the Coast Guard are eligible to apply for the special 120-day officer training course, 75 percent of the officer candidates now entering the Reserve Cadet School at the Coast Guard Academy, have been selected from the enlisted ranks. It is the purpose of the service to eventually obtain all candidates for wartime officer training from the enlisted personnel.

At the present time there are slightly more than 1,000 Reserve cadets under instruction at the academy. A new class is formed every 5 weeks and consists of approximately 300 candidates. The class which entered in July consisted of 232 enlisted men and 59 candidates from civilian life. Also in July 211 cadets were graduated and commissioned as ensigns, approximately 50 percent of whom were former enlisted men. The next class, selections for which have already been made, will enter the academy on August 17.

The opportunity for officer training is available to enlisted men between the ages of 21 and 33 inclusive, provided they have the recommendation of their commanding officer and can pass the officer candidate test and physical examination. Assignments to the Reserve Cadet School are given priority in the following order: Men who have had sea duty in the Coast Guard or Navy; men who have had duty outside the continental limits of the United States; and others according to the score they attain in the officer candidate test and the length of their service.

Enlisted men undergo officer training in the same ratings they hold upon entering the course. Upon the successful completion of the course, members of the Regular Coast Guard are promoted to commissioned rank for temporary service. Members of the Coast Guard Reserve are issued Reserve commissions.

The Coast Guard Academy's special 120-day officer training course was inaugurated in February 1942 when 200 candidates began study for commissions in the Coast Guard Reserve. This original group was selected from hundreds of applicants who possessed the necessary qualifications, principal of which was a bachelor's degree or better from an accredited college or university.

NEW OPPORTUNITIES FOR WOMEN AS TEMPORARY RESERVE MEMBERS

New duties have now been found for women wishing to enroll in the Coast Guard for temporary duty without pay. Qualified women may now be accepted to perform clerical and stenographic work in connection with activities of any of the groups of temporary Reservists in the service. In the past, women could be accepted for this temporary duty only in connection with the activities of the Volunteer Port Security Force or the guard forces of war plants.

Women volunteers will be used to handle the increased amount of office

and paper work in certain districts where large numbers of volunteers are being enrolled and trained to relieve regular Coast Guard personnel for more active service on war fronts.

Qualified women will be enrolled in Class T of the Reserve if there is a definite need for their services. The women volunteers may serve on a full-time or a part-time basis and will receive no pay. To a large extent ratings will be confined to yeoman and storekeeper, with enrollment of commissioned officers subject to the prior approval of Coast Guard Headquarters.

APPROVED ELECTRICAL EQUIPMENT LIST TO BE ISSUED SOON FOR SERVICE USE

A new publication containing a list of items of electrical equipment approved by the Coast Guard for use on United States merchant vessels, is now in press and should be ready for distribution within the next few weeks. The new publication is designed to assist Coast Guard personnel engaged in the inspection of merchant vessels. While the list is an extensive one, it is not a complete list of miscellaneous electrical equipment, since items not included may also be satisfactory for marine use.

The material as set forth in this publication is a compilation of listings, most of which have been published from time to time in the *COAST GUARD BULLETIN* and the bulletin of the former Bureau of Marine Inspection and Navigation. The products listed under the various manufacturers are not necessarily equivalent in quality or merit and the list indicates only that the minimum requirements have been met.

To facilitate the use of the list, all items have been classified under the names of the manufacturers. The location where each individual piece of apparatus or equipment may be used is indicated, and the date of the Coast Guard's approval is also shown.

On page 188 of this issue of the *BULLETIN* will be found a list of electrical manufacturers which is a supplement to the new publication. The information contained in this supplemental list is printed in the same style as that adopted for the new publication.

FORMER ASSISTANT COMMANDANT RECALLED TO ACTIVE DUTY ASSUMES NEW POST

Rear Admiral Leon C. Covell, former Assistant Commandant, who retired from active duty in the Coast Guard on

December 31, 1941, has been recalled to active service and assigned as commanding officer of the United States Coast Guard training station at Manhattan Beach, N. Y. Rear Admiral Covell succeeds Capt. Gustavus U. Stewart, who has been assigned to duty as Assistant District Coast Guard Officer of the Third Naval District. He assumed command of the station on July 3 at a regimental muster and review.

Rear Admiral Covell has had over 40 years' service in the Coast Guard. This includes 22 years of sea duty along the Atlantic and Pacific coasts and in Alaskan waters. He was appointed a cadet in the Coast Guard in June 1900, and after 2 years' training was commissioned a third lieutenant. Two years later he advanced to lieutenant (j. g.) and became a full lieutenant in 1909. In 1920, he was promoted to lieutenant commander and in 1924 became a commander. He rose to the range of captain in 1929. He became Assistant Commandant of the Coast Guard in 1931, and, in 1939, was promoted to the rank of rear admiral.

The Coast Guard training station at Manhattan Beach is one of the largest now operated by the service, and has facilities for about 8,000 men under training. The station, situated on a tract of land 47 acres in area, was constructed at a cost of approximately \$8,000,000, and includes 7 barracks buildings, mess hall and galley, ship's service store and welfare building, receiving building and clothes locker, duty building and brig, classroom buildings, drill hall, chapel and gymnasium building, and an armory. Advantage was taken of the water-front site to erect docks with davits and other facilities for a fleet of pulling boats and surfboats which are used in the training activities.

The station is operated as a training center primarily for new recruits of the Coast Guard. However, there are also schools for the training of enlisted men for petty officer ratings. Among these schools are those for pharmacist's mates, carpenter's mates, quartermasters, and cooks and bakers.

NEW SCHOOL TO PREPARE ENLISTED MEN FOR REGULAR ACADEMY COURSE

There has just been established at Groton, Conn., the Coast Guard Academy Preparatory School. Here, Coast Guard enlisted men will have the opportunity to prepare themselves academically to compete for regular cadetships in the service. The first class of

200 men, to be selected from enlisted Coast Guardsmen between the ages of 17 to 21, inclusive, will begin their studies on September 15, 1943, at the newly established school which is located at the Coast Guard Training Station, Groton, Conn. Upon the completion of the course, the students will be given the regular entrance examination for Coast Guard cadets. If the examination is passed successfully, the students enter the Coast Guard Academy as regular cadets and are given the 3-year course which leads to a commission as ensign in the regular Coast Guard establishment.

Men selected for the course will be taught subjects contained in the competitive examinations for entrance into the Coast Guard Academy, which examinations will continue to be held during May of each year in the principal cities of the United States, Hawaii, and Alaska. Among these subjects will be algebra, geometry, trigonometry, physics, chemistry, and English. The course will require about 8 months, the first extending from September 15, 1943, to May 6, 1944.

To be eligible to attend this school, enlisted men must be between the ages of 17 and 21 provided their twenty-second birthday is not reached before May 1, 1944. They must also be unmarried, graduates of high school, and have single credits in algebra, plane geometry, physics, or chemistry, and three credits in English. Candidates will be required to take preliminary examinations in social studies and arithmetic, with the minimum eligible score set at 75 out of a possible 100. The officer candidate test, which is given to enlisted men who apply for admission to the special 120-day training course leading to commissioned rank in the Coast Guard, may be substituted for the foregoing, the minimum eligible score being set at 95 out of a possible 210.

As a result of the annual Nationwide competitive examinations which were held in May of this year, 150 new cadets were appointed to the Academy and have already begun their training which, because of the war, has been intensified, as the length of the academy course has been reduced from 4 to 3 years. These recent additions increase to 356 the total number of cadets now taking the regular 3-year course.

WAR CURTAILS CELEBRATION OF COAST GUARD'S 153D ANNIVERSARY

The one hundred and fifty-third anniversary of the United States Coast

Guard was celebrated by service units throughout the world on August 4. Local celebrations were held in various parts of the country, but activities in general were greatly curtailed because of the war and the press of wartime responsibilities. The anniversary this year found the Coast Guard, operating as part of the Navy, in the thick of the fighting from the Aleutians to the Solomon Islands, and from Sicily to Murmansk.

The Coast Guard was established on August 4, 1790, by the Nation's first Congress, with the passage of a tariff act which authorized the construction of a fleet of 10 cutters for securing the collection of the revenue. While its principal duties were the enforcement of the revenue laws, the military basis upon which the Revenue Marine was organized resulted in its functioning as a part of the Navy whenever the country became engaged in War.

From its inception, the Coast Guard was armed and organized on a military basis and for several years was, in the absence of a permanent naval establishment, the sole naval force of the Nation.

The present Coast Guard may be said to date from 1915, when by Act of Congress, the Revenue Cutter Service and the Life Saving Service, the latter an organization consisting entirely of shore stations, were consolidated. This provided the country with a closely coordinated and effective organization for the promotion of safety at sea. In 1939, the Lighthouse Service was consolidated with the Coast Guard and in February 1942, by Executive order, most functions of the Bureau of Marine Inspection and Navigation of the Department of Commerce were transferred to the Coast Guard.

FOUR COAST GUARD CAPTAINS APPOINTED TO RANK OF COMMODORE

The revival of the rank of commodore, formerly used in the Navy but abolished in 1890, has resulted in the appointment of four captains of the Coast Guard to hold this as a temporary rank. This is the first time in the history of the Coast Guard that any of its officers on active duty have held such rank. The officers promoted, with new ranks effective June 1, 1943, are: Wilfred N. Derby, Gordon T. Finlay, Joseph F. Farley, and Philip F. Roach.

All four officers are now serving as district Coast Guard officers. Commodore Derby, who entered the service as a cadet in 1908, is the district Coast Guard officer of the First Naval District

with headquarters at Boston, Mass. Commodore Finlay, who entered the service as a cadet in 1906, is the district Coast Guard officer of the Fifth Naval District with headquarters at Norfolk, Va. Commodore Farley, who entered the service as a cadet in 1909, is the district Coast Guard officer of the Eighth Naval District with headquarters at New Orleans, La. Commodore Roach, who entered the service as a cadet in 1904, is the district Coast Guard officer of the Twelfth Naval District with headquarters at San Francisco, Calif.

The title of commodore was in common use in the Navy in early days when it was bestowed upon officers in command of squadrons, and also by common practice upon all senior captains, as they seldom served afloat except in such capacity. "Commodore," however, was merely an honorary title and not the rank of any of the individuals.

"Commodore" as a rank was first established by act of Congress of July 1862. It remained in use until 1899, when it was abolished. The rank was again revived in 1923, but was given only to retiring captains having 40 years or more of service. In 1937, its use in this regard was discontinued, the rank of rear admiral being given to retiring captains.

The present temporary rank of commodore was established in the Navy, and adopted by the Coast Guard as part of the Navy, by Public Law Number 26 on April 9, 1943. At the present time there are six living Coast Guard commodores who were retired with that rank.

CUTTER HORNBEAM LAUNCHED AT DULUTH

The 180-foot Coast Guard Cutter *Hornbeam* was launched at the yard of the Marine Iron & Shipbuilding Co., at Duluth, Minn., on August 14. At the ceremonies, Mrs. Clay L. Jennison, wife of Commander Jennison, U. S. C. G. R. (T), of the Naval Engineering Section at Coast Guard Headquarters, acted as sponsor.

The *Hornbeam* is another of the tender class cutters of the *Iris* type, with a length over all of 180 feet, a molded beam of 37 feet, a draft of 12 feet and a displacement of approximately 935 tons. The vessel has a steel hull and is powered with Diesel electric equipment.

COMMANDER TOMKIEL DIES

Commander Frank Tomkiel, Coast Guard engineer officer of the Thirteenth Naval District since August 1940, died

at the U. S. Marine Hospital, Seattle, Wash., on July 26, 1943. Funeral services were held in that city, with burial in Arlington National Cemetery, Arlington, Va.

Commander Tomkiel, who was 44 years old, had completed more than 23 years' service in the Coast Guard. After serving 4 years as an enlisted man and 18 months as a warrant officer, he was commissioned as an ensign in June 1925. Regular promotions followed and he reached the rank of commander in December 1942.

He is survived by his widow, Mrs. Margaret Clemons Tomkiel, and three children, Pauline, Harold, and Richard.

NEW EDITION OF DEEDS OF VALOR NOW AVAILABLE

"Deeds of Valor," a pamphlet setting forth some of the outstanding acts of heroism performed by Coast Guard personnel both in war and peace, has been revised and reissued. The original pamphlet, first published in mimeographed form in March 1942, has been expanded and now includes many heroic incidents taken from actions in the present war. The new publication is liberally illustrated with cuts depicting various vessels and wartime activities of the Coast Guard.

The incidents described have been taken from the annals of the service which cover every war in which the country has engaged since 1790 and the long intervening periods of peace. The heroism, daring intrepidity, and devotion to duty, depicted in the accounts, have been performed often while the Coast Guard was serving as a part of the Navy in time of war, and even more often in times of peace in the carrying out of the humanitarian functions of the service.

The new pamphlet, to be used mainly for recruiting purposes, may be obtained by a request addressed to the Commandant, United States Coast Guard, Washington, D. C.

DEATH OF G. W. MORGAN, MA- RINE INSPECTOR AT SEATTLE

Lt. Comdr. George W. Morgan, U. S. C. G. R. (T), marine inspector in the Thirteenth Naval District, died on July 11, at his home on Vashon Island, Wash.

He entered the Bureau of Marine Inspection and Navigation in 1920, as assistant inspector of hulls for the Seattle district and also served in various capacities in Portland, Oreg.; Philadelphia, Pa., and Juneau, Alaska. In February

1942, he entered the Coast Guard when certain functions of the Bureau of Marine Inspection and Navigation were placed under Coast Guard jurisdiction.

Lieutenant Commander Morgan was born at Plymouth, Pa., on July 26, 1876.

He began his maritime career in 1892, in sailing ships operating out of San Francisco. He served with many well-known steamship lines on the Pacific Coast as pilot, mate, and master, before entering the Government service in 1920.

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MERCHANT MARINE INSPECTION ACTIVITIES

AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The following amendments to Subchapter O were published in the Federal Register of August 3, 1943:

PART 150—INSPECTION AND CERTIFICATION OF VESSELS DOCUMENTED UNDER ACT OF JUNE 6, 1941

Part 150 is amended by changing names and certain phrases as follows:

- (a) In § 150.1 (a) "Director" to "Commandant."
- (b) In § 150.1 (f) "Board of Supervising Inspectors" to "Commandant."
- (c) In § 150.1 "Bureau of Marine Inspection and Navigation" to "Coast Guard."
- (d) In § 150.2 "supervising inspector" to "District Coast Guard Officer."
- (e) In § 150.1 "local inspectors" to "Officer in Charge, Marine Inspection."

NOTE: In the December 1942 COAST GUARD BULLETIN, pages 65 and 66, these terms were changed editorially. The title "Supervising Merchant Marine Inspector" should be changed to "District Coast Guard Officer" and the title "Merchant Marine Inspector in Charge" should be changed to "Officer in Charge, Marine Inspection."

PART 153—BOATS, RAFTS, AND LIFESAIVING APPLIANCES; REGULATIONS DURING EMERGENCY

Section 153.3 (c) (2) is amended to read as follows:

§ 153.3 *Lifeboats on ocean and coastwise vessels.* * * *

(c) *Cubic capacity of lifeboats.* * * *

(2) *Provisions and water.*—In all cases such lifeboats shall be provided with water as required by these regulations for the number of persons which the boat will accommodate on the basis of 10 cubic feet per person. Provisions shall be provided for the number of persons the lifeboat is allowed to carry on a wartime basis.

Section 153.4a *Construction of life floats* is amended by changing the letters "M. I. N." to "U. S. C. G.," where they appear in paragraphs (b) (7) and (c) (1).

EQUIPMENT APPROVED BY THE COMMANDANT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, and published in the Federal Register of July 20 and August 3, 1943:

Davits.

Welin Davit & Boat Corp., Perth Amboy, N. J., Welin Crescent sheath screw davit, Type B (Arrangement Drawing No. 1974, dated 4 November, 1941) (Maximum working load of 5,250 pounds per arm); Welin boom davit, Type "C" (general arrangement drawing No. 2549, dated March 13, 1943) (maximum working load of 6,100 pounds per arm).

Lifeboats.

Booth Metallic Boat Co., Beaumont, Texas, 16' x 2'6½" x 5'8½" oar-propelled metallic lifeboat (136 cu. ft.) (drawing No. LB 16, dated March 17, 1943) (for river service only).

Lane Lifeboat & Davit Corp., Flushing, N. Y., 26' x 9 x 3.6' motor-propelled metallic lifeboat (505 cu. ft. gross) (drawing No. 2650, rev. May 5, 1943).

Neptune Boat and Davit Corp., New Orleans, La., 24' x 8' x 3'9" oar-propelled metallic lifeboat (450 cu. ft.) (drawing No. NL 450, dated April 2, 1943); 24' x 8' x 3'9" motor-propelled metallic lifeboat (450 cu. ft. gross) (drawing No. N. L.-450-M. B. dated March 24, 1943).

Welin-Davit & Boat Corp., Perth Amboy, N. J., 24' x 7'9" x 3'4" motor-propelled metallic lifeboat (371.5 cu. ft. gross) (drawing No. 245 E, dated

February 25, 1942, and specifications dated March 25, 1943); 26' x 9' x 3'8" motor-propelled metallic lifeboat (467 cu. ft. gross) (drawing No. 2574, dated April 15, 1943); 31' x 10'6" x 4" motor-propelled metallic lifeboat (913 cu. ft. gross) (drawing No. 2520, rev. April 19, 1943).

Lifeboat winch.

Wellin Davit & Boat Corp., Perth Amboy, N. J., Wellin Type CWB-6 lifeboat winch (general arrangement drawing No. 2105, rev. March 2, 1942) (maximum working load of 6,750 pounds per drum).

Life preservers.

Elvin Salow Co., Boston, Mass., "Type B" adult quilted type kapok life preserver (drawing dated December 19, 1942, "Type B") approval No. B-177 (for general use and for use in conjunction with rubber lifesaving suits); "Type A" adult quilted type kapok life preserver (drawing dated December 19, 1942, "Type A"), approved No. B-176 (for general use and for use in conjunction with rubber lifesaving suits).

Wilber & Son, San Francisco, Calif., Wilco Style 104 adult kapok life preserver (standard Navy type with body strap) approval No. B-190 (drawing No. 2-104, dated May 8, 1943, and Bureau of Ships ad Interim Specification 23P12 (INT), dated December 1, 1942).

Life rafts.

Buckler-Merwin Co., Portland, Oreg., "Buck-Win" 20-person well deck type catamaran life raft (drawing No. 100-C, dated February 27, 1943); "Buck-Win" 18-person well deck type catamaran life raft (drawing No. 100-B, sheet 1 and sheet 2, dated December 24, 1942).

Colvin-Slocum Boats, Inc., New York, N. Y., 18-person catamaran life raft (drawing No. CS-301A, rev. December 21, 1942); 20-person catamaran life raft (drawing No. 8008D, dated February 18, 1943).

C. C. Galbraith & Son, Inc., New York, N. Y., 15-person and 18-person life rafts (drawing No. G-281, rev. October 26, 1942, and December 15, 1942); 15-person and 20-person life rafts (general arrangement drawing No. G-300, sheet 1, dated March 3, 1943, rev. April 22, 1943).

Higgs Marine Service, Bronx, N. Y., 20-person catamaran life raft (drawing No. H-101, dated November 5, 1942).

Hunter Boat Corp., Suisun, Calif., 20-person life raft (drawings Nos. PLR-6, rev. March 10, 1943, and PLR-4, rev. June 20, 1942).

Kearns Bros., Redwood City, Calif., 20-person life raft (drawing No. 45); 18-person life raft (drawing No. 44-A).

Los Angeles Boiler Works, Los Angeles, Calif., 20-person life raft (drawings Nos. B-1031, dated February 20, 1943, and B-1032, dated February 27, 1943).

Neptune Boat & Davit Co., Inc., New Orleans, La., 10-person life raft (drawing No. N. R. 10-P. C., dated April 7, 1943); 16-person catamaran life raft (drawing No. N. R. 16-P. C., rev. February 16, 1943).

Norwalk Raft Co., South Norwalk, Conn., 20-person life raft (drawing No. 101, dated March 5, 1943).

Peterson Manufacturing Co., Portland, Oreg., 18-person catamaran flush deck life raft (drawing No. P-880, dated January 18, 1943).

Redwood City Boat Works, Redwood City, Calif., 18-person life raft (drawing No. 4, dated November 13, 1942).

Tregoning Boat Co., Seattle, Wash., 20-person catamaran life raft (drawing No. 507, dated April 3, 1943).

Williams & Wells Co., New York, N. Y., 18-person life raft (drawing No. 8, dated November 4, 1942).

Winner Manufacturing Co., Trenton, N. J., 20-person catamaran, plywood air tanks, life raft (drawing No. LR-7, LR-8 supplement B, dated March 2, 1943).

L. A. Young Spring & Wire Corp., Oakland, Calif., 20-person catamaran life raft, Model No. 1 (drawing No. 1722, dated March 25, 1942, rev. February 11, 1943); 20-person catamaran life raft, Model No. 3 (drawing No. 1722-A, dated February 10, 1943).

NOTE: The approval of these life rafts is effective as of March 14, 1943, and are not of an improved type as indicated by Navigation and Vessel Inspection Circular No. 33, dated April 15, 1943, and 46 C. F. R. 153.7a.

Line-throwing gun.

Heat Transfer Products, Inc., New York, N. Y., 2½" line-throwing gun, Type "B" (drawings CP1814A, dated June 2, 1943; DP1814-AS, rev. A, dated June 1,

1943; DP1814-GB, rev. A, dated May 25, 1943; and DP1814-GC, rev. A, dated April 20, 1943).

EQUIPMENT APPROVAL WITHDRAWN

The approval has been withdrawn from the following item of equipment by the Commandant, United States Coast Guard, and published in the Federal Register of August 3, 1943:

Water light.

Sculler Safety Corp., New York, N. Y., automatic electric water light (Gravity switch) U. S. N. Type (drawing No. W. L.-1). (Original approval March 4, 1942, 7 F. R. 1701; Marine Inspection and Navigation Bulletin, March 1942, page 11).

CHANGES IN DESIGNATION

General Electric Co., Schenectady, N. Y., has changed the designation of "emergency signaling mirror No. 2" to "emergency signaling mirror No. ESM/1." (The approval was published in the June 1943 COAST GUARD BULLETIN, p. 151.)

H. K. Metal Craft Manufacturing Co., New York, N. Y., manufacturer, and the Ro-Ed Engineering Co., New York, N. Y., submitter, have changed the designation of "Scully pilot or Jacob's ladder" to "type SPL pilot ladder." (The approval was published in the July 1943 COAST GUARD BULLETIN, p. 161.)

APPROVAL NUMBERS FOR STANDARD LIFESAVING DEVICES

Approval numbers have been assigned to standard lifesaving devices of manufacturers in accordance with the following list, under the applicable provisions of regulations for inspected vessels prescribed by the Commandant, United States Coast Guard, or section 28.4-1 of the General Rules and Regulations for Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length, which supplements the lists appearing in previous BULLETINS.

Manufacturer and type of lifesaving device	Approval Number
Kent Marine Products Corporation, 426 Great East Neck Road, West Babylon, N. Y.:	
Standard adult cork life preserver.....	A-254
Standard child cork life preserver.....	A-255
Standard adult balsa wood life preserver.....	A-256
Standard child balsa wood life preserver.....	A-257
Standard adult kapok life preserver.....	A-258
Standard child kapok life preserver.....	A-259
Merit Manufacturing Corporation, 225-227 Powell Street, Brooklyn, N. Y.:	
Standard adult cork life preserver.....	A-260
Standard child cork life preserver.....	A-261
Standard adult balsa wood life preserver.....	A-262
Standard child balsa wood life preserver.....	A-263
Standard adult kapok life preserver.....	A-264
Standard child kapok life preserver.....	A-265

ITEMS EXAMINED BY THE MERCHANT MARINE INSPECTION DIVISION AND FOUND SUITABLE FOR MARINE USE

PRESSURE VACUUM RELIEF VALVES

Shand & Jurs Co., Berkeley, Calif., S & J 4" vacuum and pressure breather for marine service, Fig. ST-4,000, Revision July 2, 1943; S & J Triple 4" vacuum and pressure breather for marine service, Fig. ST-4,160, Revision July 2, 1943; and S & J 4" marine pressure vent valve, Fig. ST-4,165, Revision July 2, 1943; for use with inflammable and combustible liquids in bulk of Grade A or lower on tank vessels subject to jurisdiction of Coast Guard.

ELECTRICAL APPLIANCES

For the use of Coast Guard personnel in their work of inspecting merchant vessels, a new publication entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels" is now being printed. To supplement this publication, the electrical equipment listed in this and future BULLETINS will be in the same style. This list is not intended to be an all-inclusive list of miscel-

laneous electrical equipment; accordingly, items not included may also be satisfactory for marine use.

The products listed under the various manufacturers are not necessarily equivalent in quality or merit and the list indicates only that the minimum requirements have been met.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery, cargo and work spaces	Open decks	Pump rooms of tank vessels	
Appleton Electric Co., Baltimore, Md.: Ceiling fixture, Type EVX explosion-proof, 150 watts, catalog No. 52671.....				x	7/27/43
Bendix Aviation Corporation, Brooklyn, N. Y.: Running light panel, magnetically shielded, 115 volts, d. c., drawing No. 75-30122, alt. C.....					8/4/43
Cole Electric Products Co., Inc., Long Island City, N. Y.: Running light indicator panel, 8 circuits, semiautomatic Tell-Tale type, drawing No. N-350-8 circuits.....					7/23/43
Crouse-Hinds Co., Investment Building, Washington, D. C.: Deck fixtures, watertight, 60 watts, with connection block: With guard, half shade and clear globe, catalog No. GRV2511.....	x	x	x		7/29/43
With guard, half shade and opal globe, catalog No. GRV2521.....	x	x	x		7/29/43
With guard, clear globe, catalog No. GRV2510.....	x	x	x		7/29/43
With guard, opal globe, catalog No. GRV2520.....	x	x	x		7/29/43
Deck fixtures, watertight, 100 watts, with connection block: With guard, half shade and clear globe, catalog No. GRV2111.....	x	x	x		7/29/43
With guard, half shade and opal globe, catalog No. GRV2112.....	x	x	x		7/29/43
With guard, clear globe, catalog No. GRV2110.....	x	x	x		7/29/43
With guard, opal globe, catalog No. GRV2102.....	x	x	x		7/29/43
With guard and clear globe (shock absorbing type), catalog No. GRV2170.....	x	x	x		7/29/43
Deck fixtures, watertight, 200 watts, with connection block: With guard, half shade and clear globe, catalog No. GRV2211.....	x	x	x		7/29/43
With guard, half shade and opal globe, catalog No. GRV2221.....	x	x	x		7/29/43
With guard, clear globe, catalog No. GRV2210.....	x	x	x		7/29/43
With guard, opal globe, catalog No. GRV2220.....	x	x	x		7/29/43
With guard, clear globe (shock absorbing type), catalog No. GRV2270.....	x	x	x		7/29/43
Bulkhead fixtures, watertight, 60 watts, with connection block: With guard, half shade and clear globe, catalog No. GRBV1511.....	x	x	x		7/29/43
With guard, half shade and opal globe, catalog No. GRBV1521.....	x	x	x		7/29/43
With guard, clear globe, catalog No. GRBV1510.....	x	x	x		7/29/43
With guard, opal globe, catalog No. GRBV1620.....	x	x	x		7/29/43
Bulkhead fixtures, watertight, 100 watts, with connection block: With guard, half shade and clear globe, catalog No. GRBV1111.....	x	x	x		7/29/43
With guard, half shade and opal globe, catalog No. GRBV1112.....	x	x	x		7/29/43
With guard, clear globe, catalog No. GRBV1110.....	x	x	x		7/29/43
With guard, opal globe, catalog No. GRBV1102.....	x	x	x		7/29/43
Bulkhead fixtures, watertight, 200 watts, with connection block: With guard, half shade and clear globe, catalog No. GRBV1211.....	x	x	x		7/29/43
With guard, half shade and opal globe, catalog No. GRBV1212.....	x	x	x		7/29/43
With guard, clear globe, catalog No. GRBV1210.....	x	x	x		7/29/43
With guard, opal globe, catalog No. GRBV1202.....	x	x	x		7/29/43
Deck fixtures, watertight, 60 watts, with guard: With half shade and clear globe, catalog No. GRV1711.....	x	x	x		7/29/43
With half shade and opal globe, catalog No. GRV1721.....	x	x	x		7/29/43
With clear globe, catalog No. GRV1710.....	x	x	x		7/29/43
With opal globe, catalog No. GRV1720.....	x	x	x		7/29/43

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery, cargo and work spaces	Open decks	Pump rooms of tank vessels	
Crouse-Hinds Co.—Continued.					
Deck fixtures, watertight, 100 watts, with guard:					
With half shade and clear globe, catalog No. GRV1311.....	x	x	x	-----	7/29/43
With half shade and opal globe, catalog No. GRV1312.....	x	x	x	-----	7/29/43
With clear globe, catalog No. GRV1310.....	x	x	x	-----	7/29/43
With opal globe, catalog No. GRV1302.....	x	x	x	-----	7/29/43
With clear globe (shock-absorbing type), catalog No. GRV1370.....	x	x	x	-----	7/29/43
Deck fixtures, watertight, 200 watts, with guard:					
With half shade and clear globe, catalog No. GRV1411.....	x	x	x	-----	7/29/43
With half shade and opal globe, catalog No. GRV1421.....	x	x	x	-----	7/29/43
With clear globe, catalog No. GRV1410.....	x	x	x	-----	7/29/43
With opal globe, catalog No. GRV1420.....	x	x	x	-----	7/29/43
With clear globe (shock-absorbing type), catalog No. GRV1470.....	x	x	x	-----	7/29/43
Bulkhead fixtures, watertight, 60 watts, with guard:					
With half shade and clear globe, catalog No. GRBV1711.....	x	x	x	-----	7/29/43
With half shade and opal globe, catalog No. GRBV1721.....	x	x	x	-----	7/29/43
With clear globe, catalog No. GRBV1710.....	x	x	x	-----	7/29/43
With opal globe, catalog No. GRBV1720.....	x	x	x	-----	7/29/43
Bulkhead fixtures, watertight, 100 watts, with guard:					
With half shade and clear globe, catalog No. GRBV1311.....	x	x	x	-----	7/29/43
With half shade and opal globe, catalog No. GRBV1312.....	x	x	x	-----	7/29/43
With clear globe, catalog No. GRBV1310.....	x	x	x	-----	7/29/43
With opal globe, catalog No. GRBV1302.....	x	x	x	-----	7/29/43
Bulkhead fixtures, watertight, 200 watts, with guard:					
With half shade and clear globe, catalog No. GRBV1411.....	x	x	x	-----	7/29/43
With half shade and opal globe, catalog No. GRBV1421.....	x	x	x	-----	7/29/43
With clear globe, catalog No. GRBV1410.....	x	x	x	-----	7/29/43
With opal globe, catalog No. GRBV1420.....	x	x	x	-----	7/29/43
Ceiling fixture, watertight, 150 watts, with connection block, catalog No. GRV2230.....	x	-----	-----	-----	7/29/43
Ceiling fixture, watertight, 150 watts, catalog No. GRV1430.....	x	-----	-----	-----	7/29/43
Switches, watertight:					
Single pole, 10A, 125V; 5A, 250V., catalog No. FS0902.....	x	x	x	-----	7/29/43
Double pole, 10A, 125V; 10A, 250V., catalog No. FS0903.....	x	x	x	-----	7/29/43
Three-way, 10A, 125V; 5A, 250V., catalog No. FS0904.....	x	x	x	-----	7/29/43
Four-way, 10A, 125V; 2A, 250V., catalog No. FS0905.....	x	x	x	-----	7/29/43
2 single pole 10A, 125V; 5A, 250V., catalog No. FS0924.....	x	x	x	-----	7/29/43
2 double pole 10A, 125V; 10A, 250V., catalog No. FS0925.....	x	x	x	-----	7/29/43
1 single pole and 1 3-way, 10A, 125V; 5A, 250V., catalog No. FS0933.....	x	x	x	-----	7/29/43
1 single pole and 1 4-way, 10A, 125V; 5A, 250V., catalog No. FS0934.....	x	x	x	-----	7/29/43
Receptacles and switch units, Watertight, 10A, 125V.:					
Receptacle with single pole switch, catalog No. FS0935.....	x	x	x	-----	7/29/43
Receptacle with double pole switch, catalog No. FS0936.....	x	x	x	-----	7/29/43
Receptacle with 3-way switch, catalog No. FS0937.....	x	x	x	-----	7/29/43
Receptacle with 4-way switch, catalog No. FS0938.....	x	x	x	-----	7/29/43
Angle receptacle with single-pole switch, catalog No. FS0939.....	x	x	x	-----	7/29/43
Angle receptacle with double-pole switch, catalog No. FS0940.....	x	x	x	-----	7/29/43
Angle receptacle with 3-way switch, catalog No. FS0941.....	x	x	x	-----	7/29/43
Angle receptacle with 4-way switch, catalog No. FS0942.....	x	x	x	-----	7/29/43
Receptacle and switch unit, watertight, 20A, 125V; 10A, 250 V., catalog No. FS0953.....	x	x	x	-----	7/29/43
Receptacle for catalog No. FS0953—30A, 250 V., 2-wire, 3-pole, catalog No. AFJ3383.....	x	x	x	-----	7/29/43
Receptacles, watertight:					
Single receptacle, 10A, 125V., catalog No. FS0946.....	x	x	x	-----	7/29/43
Single receptacle, angle type, 10A, 125V, catalog No. FS0945.....	x	x	x	-----	7/29/43
Double receptacle, 10A, 125V., catalog No. FS0944.....	x	x	x	-----	7/29/43
Double receptacle, angle type, 10A, 125V., catalog No. FS0943.....	x	x	x	-----	7/29/43
Switches, nonwatertight:					
Single pole, 10A, 125V; 5A, 250 V., catalog No. FS0907.....	x	-----	-----	-----	7/29/43
Double pole, 10A, 125V; 5A, 250 V., catalog No. FS0908.....	x	-----	-----	-----	7/29/43
3-way pole, 10A, 125V; 2A, 250V., catalog No. FS0909.....	x	-----	-----	-----	7/29/43
4-way pole, 10A, 125V; 10A, 250V., catalog No. FS0901.....	x	-----	-----	-----	7/29/43

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery, cargo and work spaces	Open decks	Pump rooms of tank vessels	
Crouse-Hinds Co.—Continued.					
Switches, nonwatertight—Continued.					
2 single pole, 10A, 125V; 5A, 250V., catalog No. FS0835.....	x				7/29/43
2 double pole, 10A, 125V; 10A, 250V., catalog No. FS0837.....	x				7/29/43
1 single pole and 1 3-way, 10A, 125V; 5A, 250V., catalog No. FS0929.....	x				7/29/43
1 single pole and 1 4-way, 10A, 125V; 2A, 250V., catalog No. FS0930.....	x				7/29/43
3 single pole, 10A, 125V; 5A, 250 V., catalog No. FS0842.....	x				7/29/43
3 double pole, 10A, 125V; 10A, 250V., catalog No. FS0843.....	x				7/29/43
2 single pole and 1 3-way 10A, 125V; 5A, 250V., catalog No. FS0931.....	x				7/29/43
2 single pole, 10A, 125V; 5A, 250V and 1 4-way pole, 10A, 125V; 2A, 250V., catalog No. FS0932.....	x				7/29/43
Receptacles, nonwatertight:					
Single receptacle, 10A, 125V., catalog No. FS2804.....	x				7/29/43
Double receptacle, 10A, 125V., catalog No. FS0928.....	x				7/29/43
Junction boxes, watertight:					
1 1/2" depth, with connection block, catalog No. GRF1950.....	x	x	x		7/29/43
2 1/4" depth, with connection block, catalog No. GRF2950.....	x	x	x		7/29/43
1 1/2" depth, catalog No. GRF1910.....	x	x	x		7/29/43
2 1/4" depth, catalog No. GRF2910.....	x	x	x		7/29/43
Dayton Manufacturing Co., Dayton, Ohio:					
Berth light fixture No. B-5314, 40 watts max., drawing No. 745, rev. 5.....	x				8/11/43
Bulkhead fixtures, watertight, 100 watts, drawing No. 1596-3, rev. 0:					
With shield and guard, fixture No. B-5529.....	x	x	x		8/11/43
With guard, fixture No. B-5529-1.....	x	x	x		8/11/43
With shield, fixture No. B-5529-2.....	x				8/11/43
Ceiling fixture No. C-10744-2, watertight, 100 watts max., drawing No. 1706-1, rev. 0.....	x	x	x		8/11/43
Ceiling fixture No. C-10763, watertight, 100 watts max., drawing No. 1841, rev. 3.....	x	x	x		8/11/43
Durkee Marine Products Corporation, 2053 Clove Road, Gramere, Staten Island, N. Y.:					
Not-under-command light, oil, drawing No. 2000-1, rev. 7-7-43.....			x		8/14/43
Not-under-command light, electric, drawing No. 2000-2, rev. 7-7-43.....			x		8/14/43
Anchor light, oil, drawing No. 2000-3, rev. 7-7-43.....			x		8/14/43
Anchor light, electric, drawing No. 2000-4, rev. 7-7-43.....			x		8/14/43
Stern light, oil, drawing No. 2000-5, rev. 7-7-43.....			x		8/14/43
Stern light, electric, drawing No. 2000-6, rev. 7-7-43.....			x		8/14/43
Masthead, towing, and range light, oil, drawing No. 2000-7, rev. 7-7-43.....			x		8/14/43
Masthead, towing, and range light, electric, drawing No. 2000-8, rev. 7-7-43.....			x		8/14/43
Side lights, oil, drawing No. 2000-9, rev. 7-7-43.....			x		8/14/43
Side lights, electric, drawing No. 2000-9A, rev. 7-7-43.....			x		8/14/43
Blinker light, 425 watts, drawing No. 2000-45, rev. 7-16-43.....			x		8/14/43
Edwards & Co., Norwalk, Conn.:					
Lay-out dimensions and construction details of call bell annunciator, 48 volts maximum, plan 5190-810, alt. 0, catalog No. 810.....	x				7/24/43
Buzzers, types Z-1 and Z-2, watertight (sheet steel enclosure), plans No. 6807, alt. 0.....	x	x	x		7/23/43
Bell, types B-1 and B-2, watertight (sheet steel enclosure), plans No. 6806, alt. 0.....	x	x	x		7/23/43
Bell, types B-3, B-4, B-5, and B-6, watertight (sheet steel enclosure), plans No. 6805, alt. 0.....	x	x	x		7/23/43
Lay-out and details of types B-7 and B-8 chimes, watertight, plans No. 6762-N, alt. 0.....	x	x			7/23/43
Magazine fire alarm annunciator showing 14 circuits for 14 zones (115 v., d. c.), plan No. 6802-L, sheets 1 and 2, alt. 0, lay-out, dimensions and construction of typical Edwards catalog No. 1719.....	x				7/17/43
MD-2333 semiautomatic running light telltale panel in watertight sheet steel enclosure, plan No. 6815-A, alt. 2.....	x	x	x		7/17/43
Electric Industrial Equipment & Supply Corporation, Baltimore 1, Md.:					
Hand portable light, 60 watts, watertight, drawing No. 437-020-A.....	x	x	x		8/14/43
The Sims Co., Inc., New York 11, N. Y.:					
Range hood light, drawing No. 42054.....	x	x			8/11/43

AFFIDAVITS

H. Belfield Co., Philadelphia, Pa., valves and fittings.

Clayton Mark & Co., Evanston, Ill., forged steel unions.

James B. Clow & Sons, Chicago 80, Ill., gray iron castings.

Golden-Anderson Valve Specialty Co., Pittsburgh, Pa., valves.

Grinnell Co., Inc., Providence, R. I., Saunders type A rubber diaphragm valves for salt water, fresh water, and compressed air services for working pressures not exceeding 150 pounds per square inch and for temperatures not exceeding 180° F., and for oil services for working pressures not exceeding 150 pounds per square inch and temperatures not exceeding 150° F., provided the diaphragms for oil services are made of oil-resistant, synthetic compound. These valves are not permitted to be used for sea chests or other connections to the ship's sides. For working pressures over 125 pounds per square inch, valves must be of material other than cast iron or Grade B malleable iron.

Gulf Star Foundries, Corpus Christi, Texas, manifolds and fittings.

M. P. Heinze Machine Co., Chicago, Ill., throttle valves.

Jesco, Inc., Los Angeles, Calif., fabricated steel valves.

Lombard Governor Corporation, Ashland, Mass., relief valves.

Madsen Machine Works, Eddington, Pa., valves and fittings.

Olson Boiler & Machine Works, Seattle, Wash., steel valves.

Regan Forge & Engineering Co., San Pedro, Calif., forged steel flanges.

Reliable Iron Foundry, Inc., Los Angeles, Calif., flanged cast iron spools.

Steel & Tubes Division, Republic Steel Corporation, Cleveland, Ohio, boiler tubes. (This listing supersedes that given to Steel and Tubes, Inc., Cleveland, Ohio, for boiler tubes published on page 20 of Instruments, Machines, and Equipments Approved, Vessels Inclined, and Rulings, dated September 25, 1936.)

C. M. Roestenburg & Son, Salt Lake City, Utah, valves and fittings.

Shofner Iron & Steel Works, Portland, Oreg., cast steel pipe fittings.

Talon, Inc., Steel Tube Division, Oil City, Pa., boiler tubes.

J. A. Zurn Manufacturing Co., Erie, Pa., valves and fittings.

CERTIFICATION OF ARTICLE OF SHIPS' STORES AND SUPPLIES

The following article of ships' stores and supplies has been certificated for use on board vessels in accordance with the provisions of part 147 of the regulations governing "Explosives or Other Dangerous Articles on Board Vessels" and supplements the lists previously published.

Certificate No.	Certificate date	Product	Name of company
168.....	July 7, 1943	Karbonite.....	Carbon Solvents Laboratories, 965 Broad Street, Newark, New Jersey.

AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

For the information of those interested in knowing when all the amendments to the inspection and navigation regulations and when equipment approved for merchant vessels were published in the Federal Register, the following table for the period from July 17 to August 14, 1943, is published. Reprints are not available for distribution to the public but copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Publication date	Subject	Title and parts amended
July 20.....	Amendment to marine engineering regulations.....	Title 46, part 52.
July 20.....	Approval of lifesaving equipment.....	None.
August 3.....	Amendments to general rules and regulations for vessel inspection, marine engineering regulations, etc.	Title 46, parts 50-65, incl., 76-81, incl., 83, 94-99, incl., 101, 102, 113-118, incl., 120, 144, 150, 153.
August 3.....	Approval of lifesaving appliances.....	None.
August 3.....	Withdrawal of approval of equipment.....	None.

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